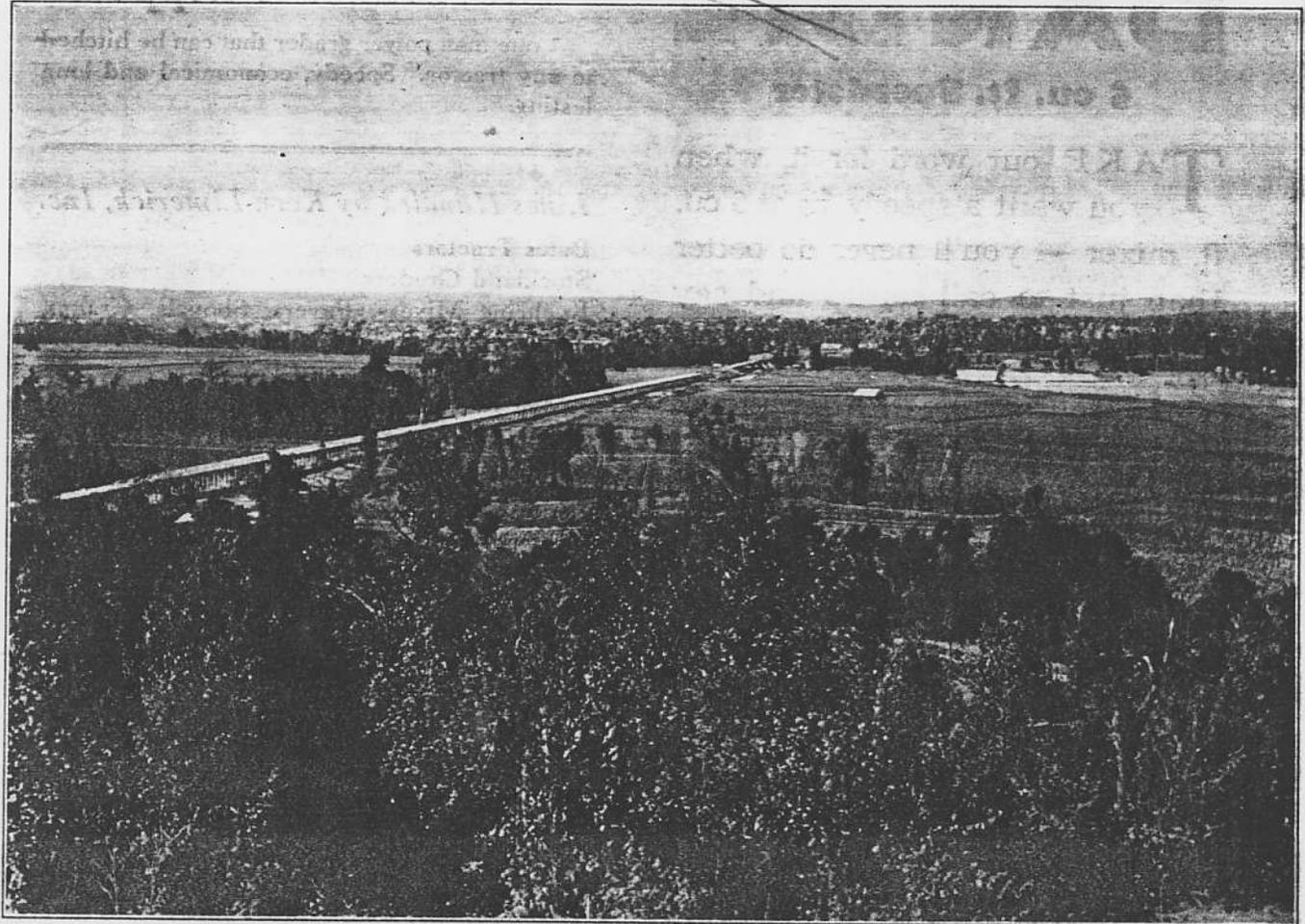


# ARKANSAS HIGHWAYS

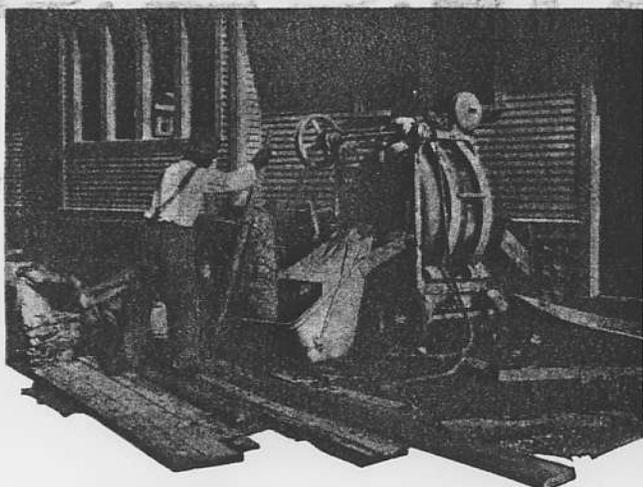
The Official Magazine of the Arkansas  
State Highway Department, Little Rock

542 1/2 B

85-38



Nearly a Mile of Concrete Trestle---Approach to the Free Bridge at Batesville



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We'll stake our hopes of long, pleasant relationship with you that you'll be more than pleased at the way this Speedster will turn out the work and adapt itself to the conditions of job after job — and most of all on the way it'll stand up to top capacity operations.

**Dandie — 5-S, 7-S, 10-S:** — 5-S single cylinder; 7-S and 10-S 2 or 4-cylinder, radiator-cooled Ricardo head gasoline engine. Rubber tires with disc wheels or steel rimmed wheels. Complies with A. G. C. Standards.



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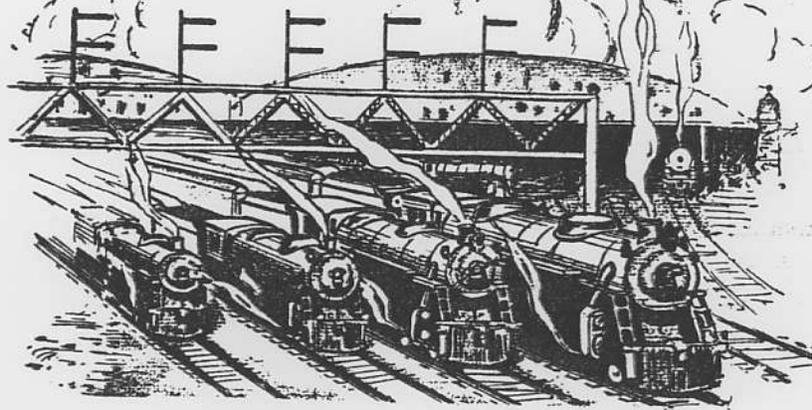
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## AND ITS DEVELOPMENT



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Most persons realize that this is true and possible because of several factors including the better understanding between railroads and the public and between all those engaged in producing railroad transportation, but one of the most important factors, if not the most important, is the fact that it has been possible to obtain and use tremendous sums of new capital.

Some idea of what this means to an individual railroad or system can be obtained from a study of the record of the Missouri Pacific Lines. It is generally known that the railroads of the United States have been spending annually an average of more than 750 millions of dollars. What this means to a system like the Missouri Pacific can be understood from a brief study of the expenditures for any one year.

The expenditures are for new equipment, new rail and fastenings; additional yard tracks, sidings and industry tracks and for additional main running tracks; automatic block signals, grade and line revision; reconstruction and strengthening of bridges, trestles and culverts; reconstruction and improvements to existing freight and passenger train equipment; new shop machinery and tools; elimination of grade crossings; and other similar items.

Expenditures for items of this kind in 1929 will total approximately \$30,000,000 on the Missouri Pacific Lines. Some of the larger items are:

- Additional main running tracks (the continuation of the double track program between St. Louis and Jefferson City).....\$3,500,000
- New rail, tie plates, fastenings, etc. .... 2,000,000

- Grade and line revision (principally between Kansas City and Pueblo) ..... 2,750,000
- Automatic block signals..... 2,000,000
- Reconstructing existing freight train cars and improvement to that equipment..... 2,000,000
- Strengthening and renewing bridges, trestles, etc..... 1,600,000
- Additional yard tracks, sidings, industry tracks..... 1,250,000
- Elimination of grade crossings, signals, etc..... 400,000
- Shop machinery and tools..... 300,000

And the foregoing does not include \$11,000,000 for new equipment, \$8,500,000 of which is for new freight train cars, \$1,250,000 for new passenger train cars and \$1,250,000 for new switch locomotives.

The public should know these facts in order to better understand the railroad question, and I earnestly urge our friends to study them.

I solicit your co-operation and support.

*W. A. Rorer*

President



"A Service Institution"

# ARKANSAS HIGHWAY ORGANIZATION

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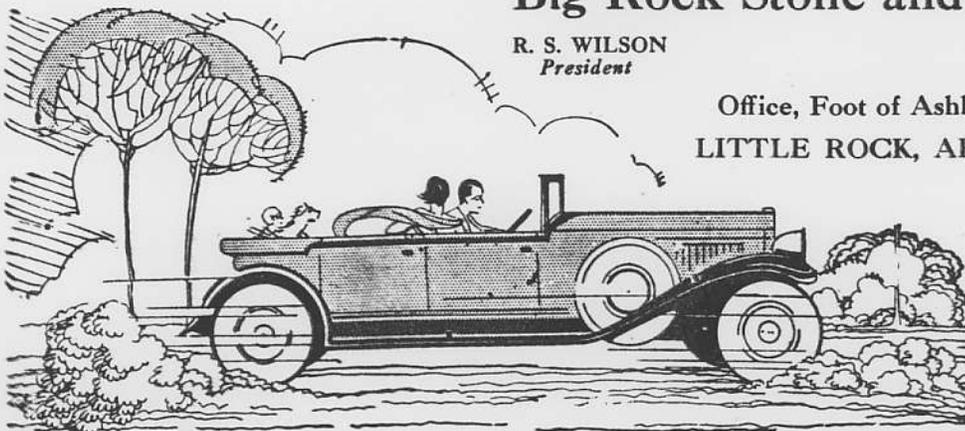
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# ARKANSAS HIGHWAYS

*Official Monthly  
Magazine*



*State Highway  
Department*

"Arkansas Highways" is edited in the offices of the Highway Department at Little Rock. Communications relative to advertising or articles and photographs submitted for publication should be sent to The Editor, care Highway Department, Little Rock. The bulletin is sent free to State and County Officials, newspapers of the State and Road Commissioners who apply for it. Permission to reprint any matter contained in "Arkansas Highways," with proper credit is granted to all newspapers of the State.

VOL. VI

APRIL, 1929

No. 4

## Further Awards Mark Opening of 1929 Construction Season

Thirty-one New Road and Bridge Projects Awarded at Mid-Monthly Meeting of Highway Commission.

Bringing the total of new road and bridge contracts awarded since the recent sale of road bonds to 56, the State Highway Commission, at its mid-monthly meeting held in Little Rock on April 18 and 19, set in motion new contracts covering approximately \$1,666,000 worth of work in virtually all the non-bonded, or lightly bonded counties of the State.

All but three of the thirty-one new contracts went to the low bidders, in these instances the bidders having an unsatisfactory record on other jobs now under way, or being unable to meet the financial requirements of the work.

More than 250 firms and individuals were represented at the letting. Work on the new jobs let, as well as on the 35 awarded at the March meeting, will be commenced immediately, as the entire \$28,000,000 note issue authorized by the recent General Assembly has been sold and funds will be available as fast as needed.

Projects on which awards were made at the last meeting of the commission were as follows:

Job No. 108, State Highway No. 3, Monroe County, five miles grading, drainage structures and gravel surfacing on Clarendon-Marianna road, J. P. McNulty, Pine Bluff, \$28,896.

Job No. 179, State Highways Nos. 50 and 3, St. Francis and Crittenden counties, 1,823 feet of treated timber bridges on the Widener-Chatfield road, M. K. Orr, Little Rock, \$47,617.

Job No. 295, State Highway No. 35, Drew County, 1,200 feet of treated timber bridges on the Monticello-Dermott road, P. F. Connelly Paving Co., Little Rock, \$36,455.

Job No. 305, State Highway No. 24, Howard and Sevier counties, one and a half miles of grading and drainage structures on the Nashville-Lockesburg road, Bunnell & Mack Construction Co., Paragould, \$27,842.

Job No. 307, State Highway No. 24, Howard and Sevier counties, 827 feet of structural steel and reinforced concrete bridges over Saline river on the Nashville-Lockesburg road, Reynolds & Sutton, Nashville, \$53,171.

Job No. 308, State Highway No. 2, Miller County, 21 miles of gravel surfacing on the Texarkana-Garland City road, A. W. Tarrant, El Dorado, \$21,781.

Job No. 358, State Highway No. 27, Hempstead and Howard counties, six miles of grading and drainage structures on the Murfreesboro-Nashville road, C. D. Ball, Ozan, \$25,398.

Job No. 395, State Highway No. 70, Pike County, 13 miles of gravel surfacing on the Hot Springs-Kirby road, M. O. Weaver, Iowa Falls, Ia., \$31,766.

Job No. 3100, State Highway No. 29, Lafayette County, five and a half miles of gravel surfacing on the Bradley-Louisiana State Line road, Nelson Bros., Memphis, Tenn., \$8,677.

Job No. 3101, State Highway No. 71, Miller County, twenty and a half miles of gravel surfacing on the Texarkana-Sulphur road, Ellis & Lewis, Little Rock, \$43,640.

Job No. 470, State Highway No. 80, Washington County, ten and a half miles of crushed stone or gravel surfacing on Parks Corner-Oklahoma line road, F. J. Pridemore, Lincoln, Ark., \$16,782.

Job No. 481, State Highway No. 71, Benton County, six miles of grading, drainage structures and concrete pavement on the Rogers-Bentonville road, Altman-Rogers Co., Oklahoma City, \$158,088.

Job No. 482, State Highway No. 71, Scott County, eleven miles of crushed stone surfacing on the Waldron-North road, Interstate Construction Co., Fort Smith, \$40,757.

Job No. 483, State Highway No. 71, Scott County, twelve and a half miles of crushed stone surfacing on the Waldron-South road, Alexandria Construction Co., Alexandria, La., \$48,216.

Job No. 487, State Highway No. 16, Washington County, construction and repair of 999 feet of structural steel and treated timber bridges and 1,458 feet of earth approaches on the Fayetteville-South road, Blackshire & Blackshire, Harrison, \$34,473.

Job No. 489, State Highway No. 71, Crawford County, three and a half miles of gravel surfacing on the Mountainburg-South road, A. C. Kennedy, Poyen, \$10,868.

Job No. 546, State Highway No. 14, Independence County, six miles of grading and drainage structures on the Red Stripe-Locust Grove road, Altman-Rogers Co., Oklahoma City, Okla., \$64,343.

Job No. 591, State Highway No. 16, Cleburne County, thirteen and a half miles of crushed stone surfacing on the Heber-Springs-Edgemont road. O. B. Robbins, Heber Springs, \$10,402.

Job No. 596, State Highway No. 11, Independence County, seventeen miles of gravel surfacing on the Batesville-Pleasant Plains road. B. C. George & Co., Corinth, Miss., \$55,940.

Job No. 677, State Highway No. 6, Garland County, 430 feet of structural steel and reinforced concrete bridges and 200 feet of earth approaches on the Royal-Montgomery County line road, James Spencer & Son Construction Co., Hot Springs, \$38,185.

Job No. 679, State Highway No. 51, Hot Spring County, 1,180 feet of concrete bridges over the Ouachita river on the Donaldson-Friendship road, Lutten Bridge Company, Little Rock, \$86,447.

Job No. 681, State Highway No. 67, Saline County, four miles of concrete pavement on the Benton-Malvern road, Newell Construction Company, Little Rock, \$89,789.

Job No. 748, State Highway No. 15, Cleveland County, seventeen miles of grading, drainage structures and gravel surfacing on the Pansy-North road, Ross & Dalton, Arkadelphia, \$104,209.

Job No. 891, State Highway No. 105, Pope County, fifteen and one-half miles of crushed stone and gravel surfacing on the Atkins-Hector road, Lybrand & Robertson, Sheridan, \$62,071.

Job No. 892, State Highway No. 22, Logan County, ten miles of concrete pavement on the Charleston-Paris road, Shultz Construction Company, Fort Smith, \$191,153.

Job No. 893, State Highway No. 64, Johnson County, six miles of concrete pavement on the Clarksville-Fort Smith road, Couch Construction Co., Dothan, Ala., \$117,958.

Job No. 920, State Highways Nos. 16 and 23, Madison County, 279 feet of steel and reinforced concrete bridges and 321 feet of earth approaches on the St. Paul-Thompson road, Walsh & Thomas, Benton, \$22,127.

Job No. 980, State Highway No. 12, Marion County, 255 feet of reinforced concrete deck girder bridges and 545 feet of earth approaches on the Yellville-Flippin road, Cook & Ransom, Ottawa, Kan., \$19,451.

Job No. 985, State Highway No. 5, Baxter County, 15 miles of gravel or crushed stone surfacing on the Mountain Home-State Line road, North Arkansas Construction Co., Yellville, \$38,091.

Job No. 1011, State Highway No. 67, Randolph County, 453 feet of steel and reinforced concrete bridge over Current river on the Corning-Pocahontas road, Vincennes Bridge Company, Vincennes, Ind., \$80,796.

Job No. 894, State Highway No. 10, Yell County, 914 feet of treated timber trestle on the Danville-Belleville road, M. K. Orr, Little Rock, \$21,664.

#### POLL TAXES AND AUTO LICENSES

Act No. 288 of the Acts of 1929, provides that all persons subject to the payment of a poll tax must have paid it before they obtain license to operate an automobile in this State.

In accordance with the provisions of the new act, Dwight H. Blackwood, chairman of the State Highway Commission, has issued a bulletin to all sheriffs and collectors and automobile dealers in the State, urging their co-operation in its enforcement, in order to eliminate as far as possible unnecessary confusion and delay in his office in the issuance of automobile tags.

Under instructions from the office of Hal L. Norwood, Attorney General, no regular license or transfer of license can be issued until Mr. Blackwood's office has before it a statement by the taxpayer that he has paid such poll tax.

This provision of the new law and the other provision which makes it necessary for all persons holding public office or employment of any kind to first comply with the poll tax law, it is said, has already resulted in a marked increase in the number of poll taxes paid this year.

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## "Additional and Better Improved Highways a Necessity"

An Excerpt from the Inaugural Address of Governor Harvey Parnell.

"The Martineau Road Law effected a reduction of approximately 40 per cent in taxes on farm lands and about 21 per cent on city and town real estate. It is functioning in a manner highly satisfactory, and many other progressive States are seeking to copy it.

"The law is wisely based upon the popular principle that roads should be paid for by those who use them, and the revenue derived from a tax on gasoline and from sales of motor-car licenses was pledged as security for the notes sold to obtain the necessary funds. \* \* \*

"The Martineau Road Law will ultimately provide us with a highly creditable system of State highways, although, of course, we shall never reach a stopping point. No intelligent person will dispute the fact that good roads are indispensable to the development of a State, and that the progress made commercially, industrially, educationally, and socially is to a large degree in proportion to the number of miles of improved roads. Surfaced highways are rapidly being used to augment our railroads in both freight and passenger service and will no doubt in time become a factor in fixing freight rates. Therefore, the necessity for additional and better improved highways is more apparent now than ever before.

"The building of our State Highway System under

existing laws is making splendid progress and should not be interfered with. However, in view of the very large number of employees of the Highway Department in all sections of the State, and in view of the fact that the progress of our State along every line is so dependent upon a highway system, and in keeping with the recommendations of our Democratic State Convention, changes should be made in our highway laws that will remove the Highway Department as far from politics as possible.

"The State Highway System should embrace the important through roads and connecting roads between county seats and important centers of population, and none other. We already have more mileage in our State system than any other State, taking into consideration the number of cars, population, and area; and yet there is a hue and cry from every section for additional roads to be added to the State system. This is largely due to the fact that, under our present system, in a majority of counties the county road system has fallen far short of meeting the needs of properly caring for our local or county roads; therefore, it is imperative that we also turn our attention to the establishment of a secondary system of county roads that will connect up with the State highways and form farm-to-market roads."

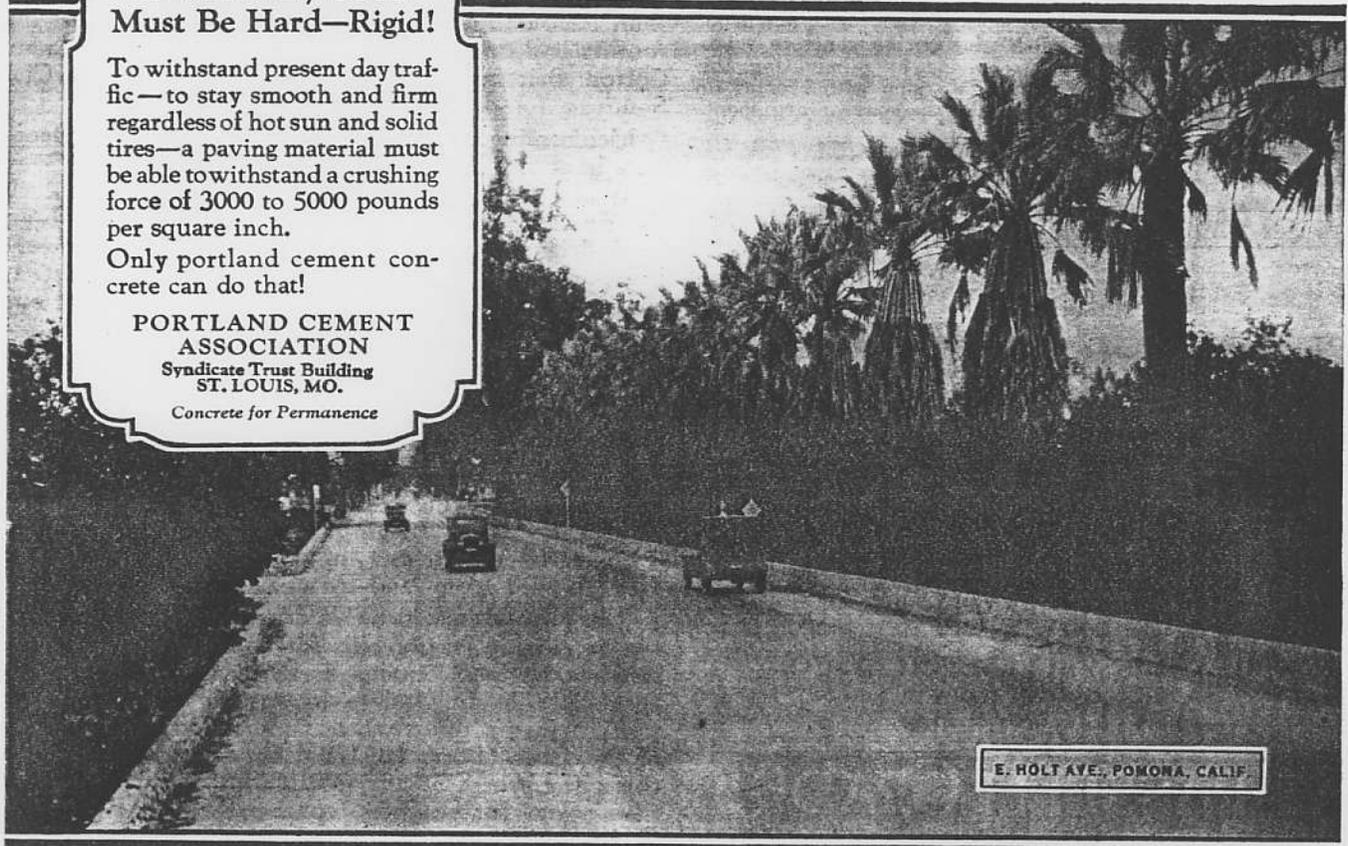
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## Traffic Department Has Big Job of Great Value to State

Routing, Rating, Classifying and Tracing of Highway Freight Involves Many Duties Little Understood by the Public.

By L. R. Wood, Traffic Manager, Arkansas State Highway Department.

There are many duties devolving upon the Traffic Department in addition to those with which the public is most familiar, namely: the checking of freight bills and the collection of over charges, where they have occurred from any cause. Even from this one angle, however, the department justifies its existence many times during the year. For instance, during the past three months the department was instrumental in obtaining permission to waive a demurrage charge of \$2,300.00 in addition to a saving of \$649.02 through specific collection made on freight bills.

Other specific duties of the department include all necessary operations to expediate movements of freight and obtain the very lowest transportation charges on shipments signed to or by the State Highway Commission.

The department approves all deals for transportation charges before they are paid. If errors are detected it advises the correct basis for payment and prepares and files all claims for overcharge, loss or damage. It repre-

sents the Commission before Railroad Freight Committees and the State and Federal regulatory bodies with a view to preserving rate structures pertaining to the commodities in which the Commission is interested, and preventing discrimination, prejudices or burden by reason of improper classification and rating in tariff publication.

Rates are obtained from tariffs that are lawfully on file with the Interstate Commerce Commission and the State Commission. Before rates become effective the carrier's agents must publish and give thirty days' notice, and if the rates are approved the commissions issue orders approving them, if rejected they issue orders cancelling or suspending them.

The carriers designate what routing shipments are to move for rates to apply. Shipments moving from eastern points to points west of the Mississippi River routing is usually permissible via any line operating into St. Louis, Cairo and Memphis; on departure from these crossings specific routing must be designated as to intermediate and delivery line.

For example, shipments moving from New York State to points located on the Kansas City Southern between Texarkana and Fort Smith shipments may be routed through either St. Louis, Cairo, or Memphis, Tennessee. However, the Kansas City Southern Railway Company will not participate in a rate for traffic moving via these gateways in connection with the Missouri Pacific Lines delivered to them at Texarkana, but routing is permissible via these gateways routed via the Cotton Belt to Texarkana, thence the Kansas City Southern for delivery.

Merchandise moving from St. Louis to Little Rock may be routed via the Missouri Pacific Railroad Company and the Cotton Belt direct, or may be routed via the Frisco to Bridge Junction in care of the Chicago, Rock Island and Pacific for delivery. However, the Missouri Pacific and Cotton Belt will not participate in routing and rates on shipments moving from St. Louis via the Frisco Lines to Bridge Junction. From this you will readily see that the routing is a very important factor in moving traffic. Another thing to take into consideration is the service that the carrier is in position to give.

At the end of each month this department compiles a statement showing the number of cars and tonnage, also the amount of freight charges paid for that month. This statement discloses information as to where cars were shipped from, and to what points unloaded.

The method in which this department functions relative to passing freight bills for vouchers is as follows: Resident engineer obtains freight bills from carriers agents at unloading points, forwarding them to the district engineer's office where they are listed on Report of Purchases (Form 1091-B), they are then mailed to this office where, if any, corrections are made and are then passed for vouchers, vouchers being mailed direct to the carrier's agent.



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**GRASSELLI GRADE**  
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# County Turn-Back for 1929 Is Being Sent Out

Virtually \$1,000,000 State Aid for Rural Roads Forwarded by Highway Commission to County Judges of State.

Approximately one-half of the \$1,800,000 turn-back to county roads, voted from the State Highway Fund for 1929 by the last General Assembly, has just been mailed out by the State Highway Commission.

The balance will be sent out July 1, the regular date for such payments. The advance, according to Chairman Blackwood, was made in order that county judges might use it now to the best advantage in putting rural roads in shape for summer traffic.

The turn-back question was the only one involving the State highway program which caused any sort of a fight in the Forty-seventh General Assembly. Senator U. A. Gentry of Hope, and others, sought to stop the general highway appropriation bill by amending or removing the turn-back feature, as agreed upon by the Highway Commission and the county judges. The original amount allotted, however, remained in the bill, and it was passed, just as prepared by the Highway Department. The amounts mailed to the various county judges last week under the turn-back agreement were as follows:

Arkansas	\$ 7,356	Bradley	\$15,293
Ashley	8,016	Calhoun	11,732
Baxter	3,498	Carroll	8,427
Benton	12,414	Chicot	7,447
Boone	11,555	Clark	8,776

Clay	\$24,977	Madison	\$ 5,108
Cleburne	12,446	Marion	10,319
Cleveland	6,061	Miller	11,908
Columbia	13,925	Mississippi	16,203
Conway	7,730	Monroe	7,396
Craighead	11,267	Montgomery	8,355
Crawford	23,660	Nevada	18,904
Crittenden	10,035	Newton	5,607
Cross	8,766	Ouachita	19,291
Dallas	7,801	Perry	7,580
Desha	6,950	Phillips	15,247
Drew	15,231	Pike	12,239
Faulkner	9,478	Poinsett	7,133
Franklin	13,653	Polk	5,619
Fulton	4,479	Pope	9,297
Garland	17,776	Prairie	5,974
Grant	3,919	PULASKI	37,480
Green	23,974	Randolph	12,593
Hempstead	14,340	Saline	7,996
Hot Spring	16,852	Scott	12,953
Howard	8,760	Searcy	4,996
Independence	11,076	Sebastian	50,198
Izard	4,749	Sevier	6,266
Jackson	8,713	Sharp	9,250
Jefferson	20,653	St. Francis	9,720
Johnson	7,212	Stone	4,571
LaFayette	7,470	Union	27,043
Lawrence	7,567	Van Buren	4,679
Lee	26,326	Washington	15,995
Lincoln	6,423	White	15,624
Little River	5,581	Woodruff	7,378
Logan	21,388	Yell	11,794
Lonoke	11,436		

## Independent Audit Sought By State Highway Commission

An Editorial from the Arkansas Democrat

Members of the State Highway Commission have taken official notice of criticism launched at Act No. 167 passed by the recent General Assembly and providing for an audit of the accounts of the department. The contract for the audit was offered to three firms of accountants, but all refused on "ethical" grounds.

The action of the accounting firms aroused further criticism of the apparent faults of the new law. Now members of the Commission have assumed the offensive and demanded an audit of the highway department under conditions which will meet all criticism. Say the commissioners:

"The Highway Commission believes that the Highway Department could be audited under the provisions of Act No. 167. We are advised, however, that acting under the provisions of this act you have sought to carry out the wishes of the Legislature by selecting a corps of accountants to do this auditing, but after the selection had been made, officials of the State Board of Accountancy then discovered that the bill had but little merit and attempted to discourage the members of their organization from acting under it."

The statement, addressed to Governor Parnell, Attorney General Norwood, Treasurer Koonce, Secretary of State Higgins and Auditor Humphreys, who compose the State Audit Board, added that "the Arkansas State Highway Commission believes that an independent audit

of its expenditures should be made" and further declares its conviction that if Act No. 167 "fails to meet the approval of doubting Thomases or whimsical-minded auditors," the five constitutional officers named in the bill should convene without delay and arrange in some manner with a firm or firms of public accountants to make the audit.

Such an audit, the commissioners say, "should be conducted by the auditors you select in such manner and in such way as said auditors shall deem best in order that a thorough and complete audit shall be had to the end that the people of Arkansas may have intimate, accurate and complete knowledge of all expenditures made for highway purposes."

Certainly, here is perfect frankness on the part of the members of the Highway Commission. We have no reason to believe they are not sincere. If Act No. 167 is ineffective, are there no other laws or parts of laws under which such an audit might be conducted? Are our courts impotent in such cases? For the edification of the people and in justice to members of the commission there should be some sort of action.

The highest bridge in the world is the railroad bridge which crosses the gorge of the Zambesi just below the famous Victoria Falls in South Africa. It is 400 feet above the water.

## Progress Is Made On Second Ouachita Bridge

Koss Construction Company is Pushing Work on Big Structure on Hot Springs-Arkadelphia Road.

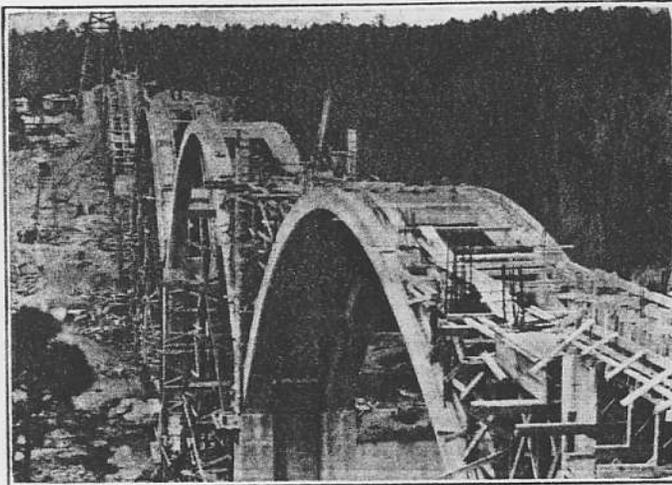
Two recent views, given herewith, show the graceful pattern by which the second Ouachita River bridge being constructed by the State near Hot Springs is rising toward completion under the direction of the Koss Construction Company, contractors.

The first Ouachita bridge, almost identical in design, is being built by the Lutten Bridge Company on the Glenwood Road, four miles from Hot Springs. A photograph was carried in the February issue of "Arkansas Highways."

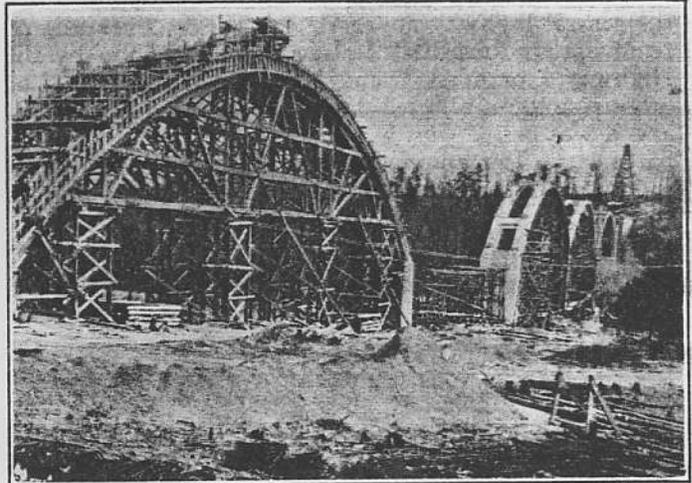
The second structure bridges the Ouachita on the Arkadelphia road, about the same distance from the

Resort City. Both are of the reinforced concrete arch type, built very high so as to top the high water plane to be created by the construction of the Carpenter Dam down stream by the Arkansas Power and Light Company. Both bridges are to cost in the neighborhood of \$225,000, and both were designed and are being built under the supervision of Ira G. Hedrick, consulting engineer.

A bridge of Mr. Hedrick's design, similar in form, but considerably larger than either of these, is now being built across the Red River at Fulton, by the Keliber Construction Company.



Looking Down on the Graceful Arches



A Side View of the Arkadelphia Bridge

## Lincoln Avenue State-Aid Project Approved

Route Designated as Part of State Highway No. 10, Aid Granted, and Appointment of F. A. Pritchett as Engineer is Ratified.

As part of the definite program of the State Highway Commission to give the country south of the Arkansas river its own permanent, paved route between Little Rock and Fort Smith, the Commission, at its mid-month April meeting, designated the so-called Lincoln Avenue route out of Little Rock as a part of the State Highway System, voted to extend 50 per cent aid to the district formed to pave it under Act No. 8, of 1928, and officially ratified the selection by the district of Frank A. Pritchett as engineer in charge of construction.

Mr. Pritchett had been named as the engineer of the district subject to the approval of the State Highway Commission, by Walter G. Hall, F. C. Bush and A. C. Jones, commissioners. Mr. Pritchett has served or is serving on several similar State-aid projects, including districts at Harrison and Eureka Springs.

The new route to Fort Smith south of the river, in which the Lincoln avenue project will be an important link, will shorten the distance from the Capital City by more than twenty miles, besides opening up an important trade territory which has been more or less shut

off by natural barriers and poor roads. Several sections in non-bonded counties are to be included in the list of paving projects to be let May 15, according to Dwight H. Blackwood, chairman of the commission.

### GOVERNMENT AIDS IN FLOOD REHABILITATION

Shortly after the present administration had taken over the operation of the Highway Department, the disastrous flood of 1927 inundated more than 1,200 miles of State highways and washed out 293 bridges. The damage thus brought by an unexpected act of Providence cost approximately \$1,500,000. This was a very serious blow, and for a time it seemed that it might materially impede the progress of the general highway program. However, due to the good work of Senators Robinson and Caraway and the Arkansas delegation in the House of Representatives at Washington, the State has been included in the special appropriation made by Congress for a large part of the cost of restoration of the main highways damaged by the flood.

## Highway Beautification Along Highway Number Seventy

Activities of Federated Clubs Making Beautiful the Hot Springs Road as  
"Arkansas Memorial Highway."

By Mrs. Frank Letzig, Chairman.

*"What do we plant when we plant the tree?  
We plant the ship which will cross the sea.  
We plant the house for you and me,  
And a thousand things we daily see."*

In the work which the Federated Women's Clubs of Little Rock, assisted by various official and unofficial agencies, have been doing toward the beautification of the Little Rock-Hot Springs Highway, sufficient time has elapsed to give the traveling public this springtime, an opportunity to begin to visualize the happy results of well-considered, well-ordered roadside planting.

This planting, begun two years ago, following the designation by the Legislature of Highway No. 70, as the Arkansas Memorial Highway, in honor of our World War veterans, has taken the "rough edges" off this important roadway, hiding unsightly corners, and adding touches of vernal color that make it a joy to the eye.

Done in the spirit of the above poem, this planting by the men and women of Arkansas is making the highway something more than just a road to travel over; it is becoming a living memorial of lives gladly poured out by Arkansas sons in defense of liberty and Democracy. Through the recurring beauty of the plants, shrubs and flowering trees that have been set out as a part of this movement, the memory of these lives will always be kept green in the hearts of Arkansas citizens.

It is to the credit of the State Highway Department, and all other departments of State government that were called upon to assist the State Federation, that everything possible has been done, gladly and generously, to further the movement. American Legion Posts and Auxiliaries also have helped carry out the plan to hide the inevitable disfigurements of the highway builder under flowering spirea, weigelia, and many other flowers and shrubs are coming into bloom with the approach of the breath of summer.

Twenty clubs of the Little Rock Federation of Clubs joined hands with the M. M. Eberts Post, American Legion, and its Auxiliary and purchased plant material at a cost of sixteen hundred dollars in the fall of 1927, this consisting of 250 each of crepe myrtle, golden elder, dogwood, florida, redbud, althoa; four hundred each of forsythia, weigelia, cydonia Jap, spirea vanhoutti, spirea thunbergi and arguta; one thousand honeysuckle, three thousand iris; two thousand climbing roses; all plants being of mature size.

The actual planting was carried to the end of twenty miles out of the capital city by labor and trucks furnished by Pulaski County, with a landscape gardener employed by the Arkansas State Highway Department.

Captain Albert Kindervater, landscaper, was chosen as the superintendent of this work, not only for his

capability and knowledge, but especially for his interest in the Arkansas Memorial Highway as a veteran of the Spanish-American and World Wars, now on the retired list of the United States Army.

Later a caretaker for the memorial plants was provided for seven months ending November 30, 1928, by the State Highway Department.

The system of planting for the memorial shrubbery was a sort of group planting, arrangement consisting of several of each kinds of plants, groups being so arranged as to bring out the natural beauty of the surroundings and to conform to the woodlands, curves, bridges and streams.

The road in its windings through the hills by graceful curves, has a natural setting for just such arrangements and the plantings vary in size and number to the mile, but average about six to each mile and are to be added to as funds become available.

The Federated Clubs of Benton and Hot Springs are making plans for continuing the beautification through their respective counties, residents along the roadway are improving their property and it is believed that the entire route will be completed before the passing of another fall.

Memorial markings are contemplated on the highway and the American Legion posts of Little Rock and Hot Springs have already begun this work. National Commander Spafford of the American Legion in February, 1928, planted a memorial tree at the Rock Creek Bridge in memory of Melchoir M. Eberts for whom the Little Rock Post is named. Mrs. Irene MacIntyre Walbridge, National President of the American Legion Auxiliary for 1928, unveiled a bronze tablet in memory of Warren Townsend in whose memory the Hot Springs Post is named.

Red poppies, the memorial flower of the Legion, will soon be blooming on the mile around Little Rock, at Rock Creek Bridge, a silent reminder of those who lie in Flanders Fields.

One hundred weigelia plants and six hundred tulip bulbs have been the Federated Clubs contribution to the Memorial Highway during the present spring season.

In putting before the people of Arkansas this ideal of a Memorial Highway, the Arkansas Federation of Clubs, together with the lawmakers of our State realize also its value as a community project, for it is over Highway No. 70 that thousands of tourists and visitors to Arkansas are routed every year in their motoring between the Capital City of Little Rock and Hot Springs National Park.

So we are jealous of the natural beauty of our country side and make war on the mutilation of trees and natural growth and discourage as far as possible the signs and signboards that will keep our visitors and our own citizens from enjoying to the fullest, the soul-filling, enrapturing beauties of the Arkansas Memorial Highway.

## A Perry County Idyll

By Christine Worford, of Perry County

A tourist traveling south from Perryville will see little or nothing so very different from many other dirt roads in Arkansas, except that this one may be rougher and muddier.

About a half mile from town he will come to a wooden bridge built across a sluggish muddy looking stream of water. This river, he will be told if he bother himself to ask is "good old" Fourche La Fave. After crossing the river he will drive through a lane about two miles long. This two miles of road is constructed across what is known as the "bottom land" or land that is overflowed by the river. Along here there is a hedge of willow bushes on either side of the road. Through openings in this growth of small trees the traveler can see cotton and corn fields or hay meadows.

Soon after leaving this bottom land the tourist will find that he is climbing a mountain. This mountain may look no different from many large hills he has seen before. But wait until he has reached the top and takes a look back at the valley below.

How different everything looks when viewed from this mountain top! All the small unkempt farm houses that he passed only a few minutes ago now look like peaceful and comfortable homes. Now and then a glimpse of the river can be caught through the green trees, but it is transformed from a muddy stream into a clear sparkling one.

The tourist can easily distinguish Perryville, the small town through which he has just driven. But from this distance he cannot tell the unpainted houses from the painted ones.

The small fields of growing things, at which he scarcely looked when passing them, are now perfect squares or diamond shapes of green. The person who is not lucky enough to see some farmer plow slowly and lazily through one of these fields, turn at the end of the row and start back, after a slight pause during which he may have been resting the team or taking a drink, has missed half the picture. Of course the farmer may not be plowing quietly and lazily at all. He may be yelling and beating the team, but no such sounds reach the ears of the viewer on the mountain top. It is this air of quietness and unreality that makes the

viewer wonder if this picturesque scene is not a mirage after all.

By looking just beyond Perryville he will see another mountain about as high as the one on which he is standing. But which, if the sun is shining, is the most beautiful blue color imaginable. Probably from the other mountain the one he is on would be the same lovely color.

Before driving on more than one man has made a bet with himself that this common dirt road would one day be a famous drive. As the motorist drives slowly on over the mountain he takes a last look back and promises himself another visit to this seemingly enchanted valley.

## A Resume of Highway Activities of Interest

With the Highway Commission out of politics through the enactment of the Alexander Law, placing it upon an appointive basis, and the \$28,000,000 worth of highway and toll bridge notes authorized under the Martineau Road Law already financed, the way has been cleared for a construction program that will make 1929 the greatest year in the road history of the State.

Immediate construction projects which have been made possible by the reopening of the program include fifty-six large contracts, covering work in forty counties. Among the largest of the jobs in prospect will be the big toll bridge at Newport, on which the plans have been completed by Ira G. Hedrick, nationally known bridge engineer and designer of the celebrated Main Street Bridge in Little Rock. The toll bridge will form one of the most important links in the direct route from St. Louis to Dallas, Texas, on State Highway No. 67.

Highway Commissioner Blackwood and other State officials have returned from New York where they signed and delivered the notes sold on March 29th by the State Note Board at a premium of over \$70,000.

In view of the unsettled conditions of the stock market and the high rate fixed on call money, the successful sale of this note issue is a tribute both to the basic soundness of Arkansas securities and the business sagacity of Mr. Blackwood and his associates on the Highway Commission.

In showing the rapidity with which the program is to go forward in 1929, it is only necessary to cite the fact that the first letting included actual construction on forty miles of concrete paving; 119 miles of gravel surfacing with grading and minor concrete bridges; 25 miles of grading; over nine thousand feet of concrete bridges and four thousand feet of timber bridges.

### ROAD WORKER DIES OF INJURIES

An unfortunate occurrence which cost the life of James Rosemond of Conway, a member of a highway department crew working east of that city, resulted on April 19, when a department truck, swerving to avoid a collision, threw him to the pavement, causing internal injuries from which he died three days later.

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### MISSOURI PACIFIC ADVERTISING ARKANSAS

Readers of the *Manufacturer's Record* have been impressed by the very valuable advertising being given the State of Arkansas by the Missouri Pacific Railroad, as part of a program being prosecuted under the direction of John G. Carlisle, director of Industrial Development of the Missouri Pacific Lines.

The advertisement, which is very attractive and interesting in its exposition of the many advantages to be found in Arkansas for those interested in industrial development, has also been, or will be, carried in the "Traffic World," the "Textile World" and the "Wool and Cotton Reporter."

This campaign of publicity is to be supplemented by a large exhibit space in the Twelfth Exposition of Chemical Industries, which will be held during the week of May 6th at the Grand Central Palace, New York City. A permanent place in the exposition will be given to the various mineral resources adapted to the needs of industry to be found in Arkansas.

Citizens of the State who happen to be in New York City during the week of the Exposition, will find much of which to be proud in this Arkansas exhibit, which is being put on by the Missouri Pacific without cost to the State.

The railroad is, of course, primarily interested in the development of new business along its lines, and to that extent has more or less a selfish intention. However, the only way in which new business can be developed for the railroad is through the general upbuilding of the State, in which all of our citizens have a direct and vital interest.

"I've no sympathy for the man who beats his wife," said a passenger in the smoker.

"Well," said another, a timid, under-sized fellow, "a man who can beat his wife doesn't need sympathy."



JOHN CARLISLE  
Director of Industrial Development,  
Missouri Pacific Railroad



Flapper: "How long after the anesthetic will it be before I know anything?"

Doctor: "Aren't you expecting too much of an anesthetic?"

Mrs. Smythe—"I'm soliciting for the charity organization. What do you do with your cast off clothing?"

Mr. Smith—"I hang them up carefully and go to bed. Then in the morning I put them on again."

"What's the fuss in the school-yard sonny?" asked a gentleman passing a ward school.

"Why, the doctor's just been around examin' us, an' one of the deficient boys is knocking hell out of a perfect kid."

The sweet little thing had done everything wrong. Made a hairpin turn in prohibited area, jammed traffic by attempting to park in too small a space, stalled her engine, and had things in a general mess. A traffic cop seeing all of it rushed out, saying:

"Do you know anything about the traffic laws?"

"Yes," she answered quietly, "what is it you want to know."

They were discussing silk stockings.

"They were invented in Queen Elizabeth's time," said the man who knows everything.

"Yes," commented another, "but they weren't discovered till the twentieth century."

In Detroit, recently, two autoists met in an alley too narrow to permit them to pass each other. One of the autoists rose in his car and shouted at the other:

"I never back up for any d—n fool."

The other driver quietly put his car in reverse, backed out, and replied:

"That's all right. I always do."

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"Come ahead. You're unimportant."

"Try our engines. They satisfy."

"Don't stop. Nobody will miss you."

"Take a chance. You get hit by a train only once."

Listen, my children, and you shall hear  
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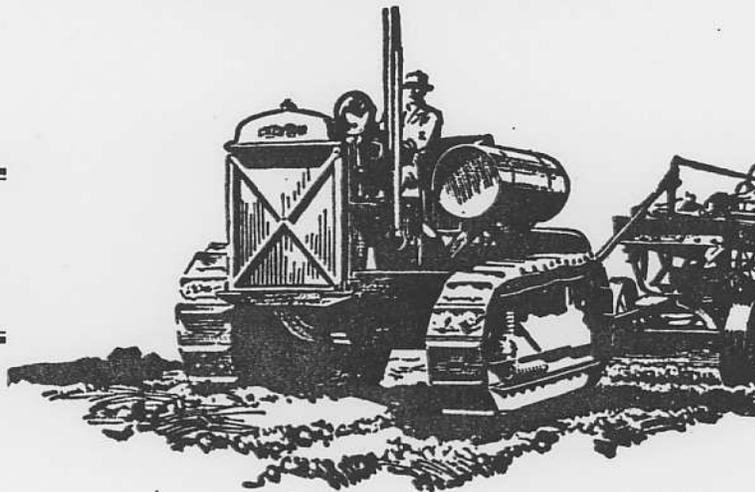
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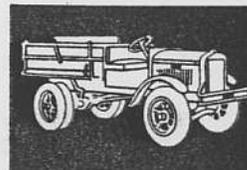
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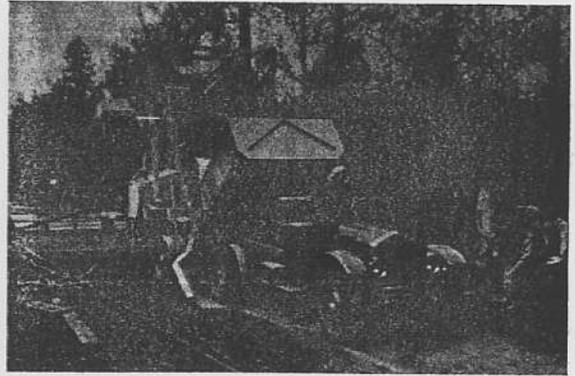


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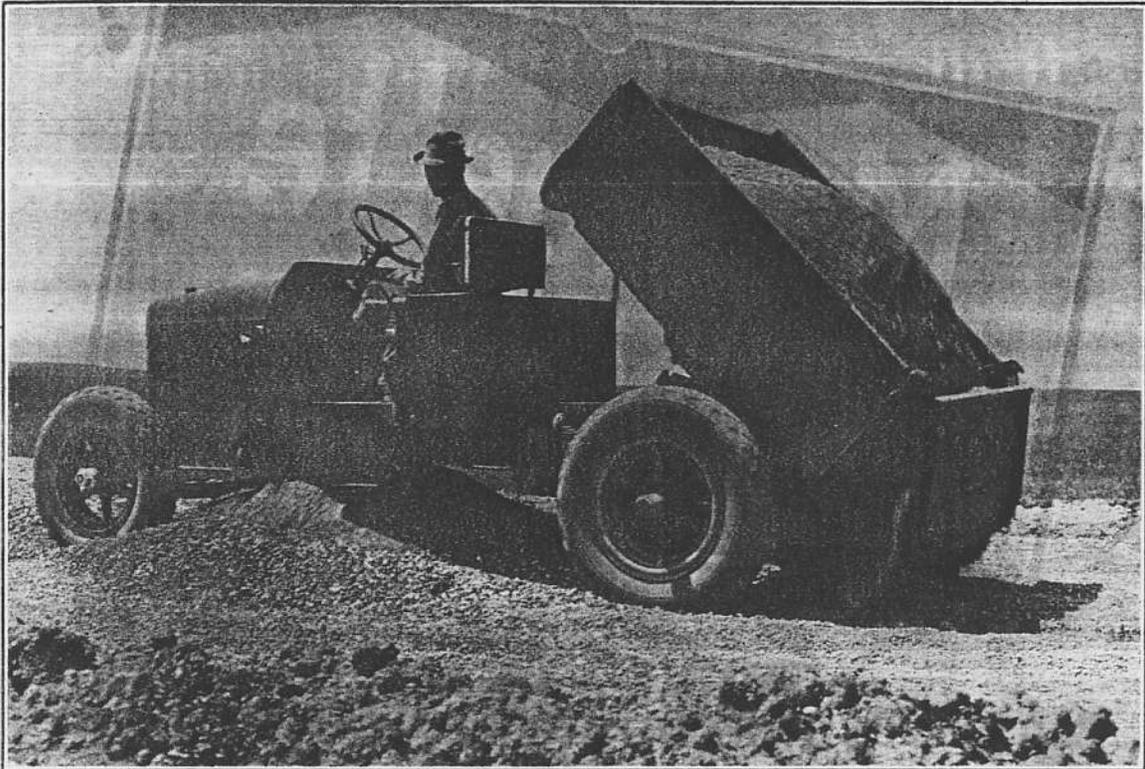
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